

Blessed is the man who, having nothing to say, abstains from giving us wordy evidence of the fact.—George Eliot.

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Times are not good unless you think they are all right. What reason have you, for believing your business will not respond to thought, energy and enthusiasm? Why delay.—Mabin Messenger.

BRYAN FIRST, LAST AND ALL THE TIME

Kansas Delegates to Denver Convention Instructed for Nebraskan.

GREAT ENTHUSIASM IN THE JAYHAWKER STATE

OKLAHOMA DEMOCRATS MEET TODAY AND WILL FOLLOW LEAD OF KANSANS.

Hutchinson, Kas., Feb. 21.—Kansas Democrats in state convention here this morning unanimously adopted a resolution instructing all delegates to the Denver convention, both state and congressional, "to cast a solid vote for the nomination of William J. Bryan for president of the United States."

A great demonstration lasting several minutes attended the adoption of the resolution.

This is the most largely attended Democratic convention in Kansas in years. W. H. Ryan, chairman of the state committee, in calling the convention to order, declared that Kansas has a united Democracy that had cast 150,000 votes at the last election, and said that if the election were held now there would be 50,000 votes added to this. He referred to what he termed the "robber tariff" and this remark elicited much applause.

Mr. Ryan introduced Grant Harrington as temporary chairman.

Demonstration for Bryan.

At mention of the name of former Senator William A. Harris, whose friends are booming him for re-election to the senate, there was much applause. But the greatest demonstration was when Harrington mentioned the name of W. J. Bryan.

"We want to broaden out," he said, "if a man comes up to vote, if it is for Bryan, it makes no difference what his grandfather was or what his former political affiliations have been, let's welcome him."

The name of the Nebraska was cheered several minutes. This demonstration was renewed a few minutes later, when resolutions binding the delegates to Denver to vote for the nomination of Bryan for president were read and adopted unanimously with a whoop. The delegates are "directed and instructed to cast the solid vote of the state of Kansas for the nomination of William J. Bryan for president of the United States, the desires or wishes of any individual delegate or delegates to the contrary notwithstanding."

J. H. Atwood was elected national committeeman over J. G. Johnson by a vote of 271 to 187. W. F. Sapp of Galena, the third candidate, who was considered a possibility on a compromise, received 65 votes.

Delegates and Resolutions.

Delegates elected to the national convention were W. H. L. Pepperel, Charles Sawyer, J. E. Andrews and W. A. Harris. The alternates are: T. U. Griscum, J. H. Haggerty, W. H. Ryan and J. A. Whitehurst.

The resolutions were long. They regretted the recent panic, but declared

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COMING BACK VIA THE SUEZ CANAL

Invitation for American Warships to Visit Australia Makes the Matter Public.

PLANS NOT OPENLY STATED

BUT THE CONCLUSION SEEMS WARRANTED.

Washington, Feb. 21.—Interesting and important news relative to the future movements of the American battleship fleet was made public at the conclusion of the cabinet meeting today by Secretary Metcalf, comprising an invitation from the Australian government to have the fleet, or at least some of the vessels, visit that country, and Secretary Root's reply. This reply is the first authentic indication of the intended movements of the fleet after its journey to San Francisco has been completed. After expressing his appreciation of the invitation the secretary said:

"The eventual movements of our fleet have not been determined. While it is probable that the vessels will return by way of Suez, I would be glad if some of them could be sent by the Australian route, but it would be premature to promise this."

Invitation of Australia.

The invitation was first mentioned in a letter by Alfred Deakin, prime minister of Australia, addressed to John P. Bray, American consul general at Melbourne, dated Dec. 24 last, as follows:

"The appearance in the Pacific of the great American fleet is an event of history not only of the United States but of that ocean. We are naturally deeply interested in this visit and are anxious to have some opportunity of expressing our sympathy with our kinsmen in their demonstration of naval power."

"There are two sides to the Pacific, and it would be a pity if only one of them was to be favored with the presence of these ships. I purpose, therefore at a suitable time to address a formal communication to the governor of the colony, requesting that an invitation be sent to the president to permit your fleet to call at the chief Australian ports."

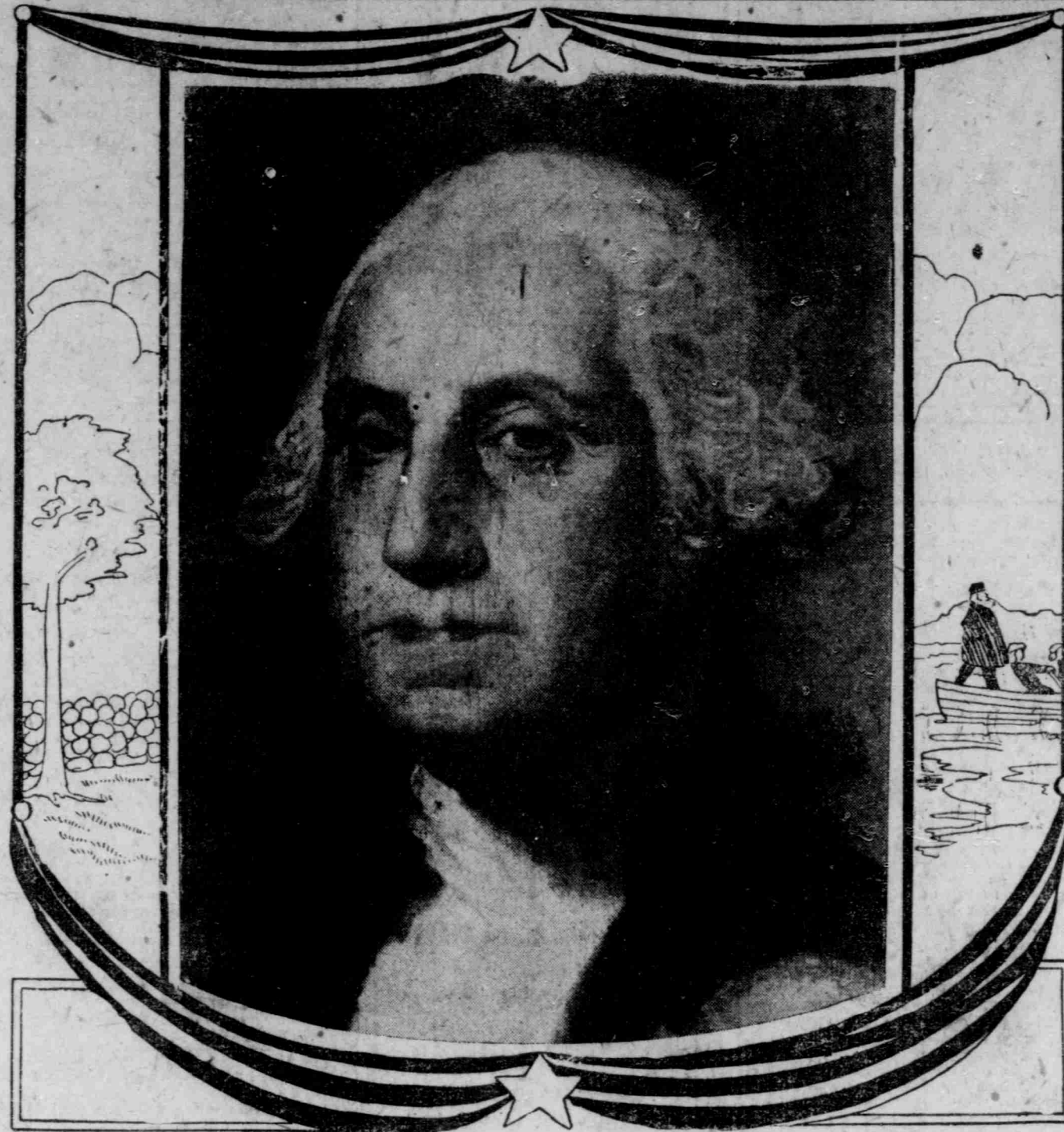
Would Be Sure of Welcome.

"I think you will be able to tell your government what an enthusiastic, whole-hearted welcome the battleships under the American flag will receive in the commonwealth. It would be further token of the close alliance of interests and sympathies which exist between us."

"No other federation in the world possesses many features of likeness to that of the United States as does the commonwealth of Australia, and I doubt whether any two peoples could be found who are in nearer touch with each other than we are. It is to be further token of the close alliance of interests and sympathies which exist between us."

"It is with a view of enabling your government to have time to consider this proposal which may be made by

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The Father of His Country.

ESCAPED DEATH BY MERE CHANCE

Harrowing Experience of Joe Berner in Reaching Land From Lighthouse.

Toledo, O., Feb. 21.—Fleeing in terror over long stretches of treacherous ice from the Toledo harbor lighthouse, where for seven days he had been imprisoned with the dead body of Captain Delos Hayden, Joe Berner reached the city yesterday afternoon. He brought the news of the death to friends and relatives, telling of the nerve-racking vigil beside the dying man in the lonely lighthouse and his still more terrifying experience while watching over the dead body, waiting for a turn in the weather which would permit his escape over the ice.

Faithful Unto Death.

Hayden was conscious to the last, and left a message for each of his relatives and friends. He died in his faithful companion's arms. Berner placed the body in one of the lower rooms of the lighthouse, and began his wait for an opportunity to reach shore. Around the lighthouse the ice was firm under the snow, and when Berner started he had strong hopes of reaching the shore in safety. Yet the trip was extremely perilous, he not being equipped with a pike pole, with which to sound the ice.

Safe After Perilous Trip.

Many times he fell into air holes, going into the icy water to his knees. At many places also he found open water and frequently he narrowly, and by the merest chance, escaped death. Mr. Berner cannot explain how he happened to reach Cedar Point yesterday morning. He had no idea as to the direction in which he was walking, and had he gone 200 feet either east or west out of the course he happened to take, he would have missed land altogether. He took a few hours' rest at Cedar Point, and then proceeded to the city.

EXCELLENT WORK IN CHINA

Robert E. Lewis, Representative of Y. M. C. A. in Flowery Kingdom, Speaks in Behalf of Wilfley.

Columbus, O., Feb. 21.—Robert E. Lewis, for the past ten years a representative of the International committee of the Young Men's Christian association in China, and who has recently been transferred to this country, said today, speaking of the attempt to impeach Judge L. R. Wilfley of the United States court at Shanghai, China:

"I have been invited to appear before the congressional committee at Washington regarding this matter and shall tell them who are behind this scheme. Secretary Taft and President Roosevelt both are in possession of the facts in the case, and they know that Judge Wilfley is doing excellent work in China."

"The American Asiatic association, which represents the great American interests in the Chinese empire, have sent word to the President that they heartily approve Judge Wilfley's administration."

"The work of Judge Wilfley has done more to raise the prestige of America in the eyes of the orientals than anything since the 'open door' policy of Secretary John Hay."

"Secretary Root says that he heartily concurs in the course which Judge Wilfley has taken, especially in raising the standard of the American bar."

SHAW THE ONLY REAL FINANCIER

Former Secretary of the Treasury Does Not Favor Any of the Currency Bills.

Denver, Colo., Feb. 21.—Ex-Secretary of the Treasury Leslie M. Shaw was the guest of honor at the reception at the Republican club in this city from 4 to 7 o'clock, and later at banquets of the Mile High club and the Denver Bar association, at which he delivered addresses. During the afternoon he was the guest of Bishop Henry W. Warren at his home in University Park, and delivered an address to the students of Denver university.

Mr. Shaw made the following statement today in an interview regarding the Aldrich currency bill, now pending before the United States senate:

"I do not wish to go on record as opposing nor favoring the provision of the Aldrich bill. As it appears to me, there are possibly two unfortunate features to the bill—it might invite national banks away from commercial banking, and again, it may tend to make the country more and more dependent upon New York City."

"It has this advantage, however, its passage will prevent the further consideration of somewhat more than fifty other banking bills, now and heretofore pending before congress, the only effect of which, if passed, would be inflation. As between wild inflation and the Aldrich bill, give us the Aldrich bill."

OFFERS TO RETURN PROXIES

Stuyvesant Fish Desires to Protect Some of the Stockholders of Illinois Central.

New York, Feb. 21.—Stuyvesant Fish has given out the following statement and mailed a copy to each of the Illinois Central stockholders:

"The Hon. Farlin Q. Ball, judge of the superior court of Cook county, Illinois, yesterday dissolved the injunction from voting the 281,231 shares of Illinois Central stock held by them, which constitute nearly three-tenths (to be exact, 25.56 per cent) of the total capital of \$50,400 shares."

"Proxies have been given to Mr. Charles M. Beach, Mr. J. Dew Cutting and myself by many of those in the service of the company, by shippers resident on and near the railroad, by those furnishing it with material and supplies, or interested in industries dependent on the railroad for transportation, and by others who, for various reasons, may not now desire to have it known that they have done so."

"As the voting on March 2, 1908, will of necessity leave in the hands of the Illinois Central Railroad company a permanent record of all those in whose names proxies are voted, it is due to the stockholders in America, and in Europe alike, that I should say that if any of them wish to withdraw proxies given to Mr. Beach, Mr. Cutting and myself, they have but to advise me of the fact, in which case such proxies will be withdrawn from presentation at the stockholders' meeting, and, if so required, thereafter returned unused to those who executed them."

CALL OF COMPTROLLER

Washington, Feb. 21.—The comptroller of the currency today issued a call for a statement of the condition of all national banks at the close of business on Feb. 14 last.

OPERATORS NO LONGER AGREED

Attempt to Settle Trouble at Goldfield May Disrupt the Organization.

FIGHT AGAINST THE UNION QUESTION OF WAGES CUTS NO FIGURE.

(Special to The Herald.)

Goldfield, Nev., Feb. 21.—The Mine Operators' association is threatened with a split in its ranks by the action of Tom Lockhart, manager of the Florence Goldfield Mining company, and several lenders in the Florence, who have been dickering with Mahoney of the Western Federation of Miners for a settlement of the strike. Last night these men met with Mahoney and agreed on a proposition to be submitted to the Mine Operators' association, which calls for the adoption of the Tomopah scale by the operators and the recall of the strike order by Mahoney. The change means an advance of fifty cents per day for machine men, who are now getting \$4, and twenty-five cents per day for muckers, who are getting \$3.75. There is no particular opposition to the increased wages, but the fight will be made against the plan because it carries a tacit recognition of the Western Federation of Miners.

It is the belief of some members of the association of mine operators that the federation seeks to regain control of the situation by getting its members who will pay dues back in the mines and that within a month or two they will be able to make it so uncomfortable for the non-union men that they must either join the federation or leave the camp. The Chronicle, which was the first paper to oppose the Industrial Workers of the World and Lincoln Davis, was appointed at a meeting held last night to present the proposition to the Mine Operators' association. It is quite certain to be voted down, and it is then expected that Lockhart will withdraw.

WILL SET WABASH ON FIRE

Senator Borah of Idaho En Route to Indiana to Defend Administration of Roosevelt.

(Special to The Herald.)

Washington, Feb. 21.—Senator Borah left for Indianapolis this afternoon. Tomorrow night he will deliver an address before the Marion club of that city. He has chosen as his subject "Reform and the Constitution." He proposes to reply to attacks that have been made on President Roosevelt's administration, and will discuss the various movements and attitudes of the administration, both from a legal standpoint and the standpoint of public policy, and will insist that the important acts of Roosevelt's administration have been in harmony with the United States constitution, rather than in contravention of the fundamental law. The Indianapolis Star, in forecasting Senator Borah's speech, says: "Senator Borah is one of the greatest lawyers in the senate, and his speech will be quoted extensively."

Miss S. Belle Chamberlain, state superintendent of public instruction in Idaho, is here to attend a meeting of the directors of the National Educational association.

EMPLOYEES WILL PUT UP A FIGHT

Reduction of Wages in Train Service Means Bitter Struggle.

PAY IS BASED ON MILEAGE

AUTOMATIC REDUCTION ALREADY SUFFERED.

Cleveland, Feb. 21.—Warren Stone, grand chief of the Brotherhood of Locomotive Engineers, today made the following statement in connection with the reported purpose of some railroad companies to order a general reduction in the wages of employees:

"The threatened reduction of the wages of employees in train service is absolutely unjustified from any point of view. Their pay is based on mileage basis, practically piece work, and they are only paid when the services are performed. Wages of employees in train service fall parallel with the shrinkage in business, plus increased living expenses away from home. When their earnings are \$50 per month their expense of living away from home is about 15 per cent, while at the present reduced rate of \$70—which has to be met by hundreds, under present conditions—that expense will increase to at least 20 per cent of earnings, because they are held away from the home terminal until there is a full tonnage train to be handled, making a total automatic reduction in wages from 50 to 70 per cent."

"The roads are getting the same return in freight receipts for the service rendered as they did when the business was good, and there is no consistency in asking men to accept further reductions than result from the present business shrinkage, and the full power of the Brotherhood of Locomotive Engineers will be used if necessary to prevent any further reduction, because it would be absolutely unjust."

Views of William G. Lee.

William G. Lee, assistant grand master of the Brotherhood of Railroad Trainmen, speaking on the same subject, dictated the following:

"The wage workers have not had a thing to do with this panic and loss of business except to suffer from the mismanagement of some employers and speculators who blundered in the game of dollars on Wall street. If he works he produces just as much per hour as he ever did. His living expenses are just as high as before."

"All classes of trainmen are paid by the mile or trip, and a reduction of the miles, runs or trips made means a reduction of the amount paid for by the employers."

"There can be no good argument presented why trainmen should receive lower trip or mileage rates for miles run. Freight trains are not run unless business requires it. Corporations never carry an overload of labor, but labor is used up to carry an overload of capitalization."

"It is no fault of labor that financiers play with their money and lose, nor is it the business of labor to suffer the losses sustained when its employers reach too far into the fire and get their fingers burned."

"Our principal business now is to maintain the present standard of living, which means to hold to the present standard of wages, and unless all signs fail railroad employees will oppose to the bitter end any attempt to reduce wages."

WILL HIT BILL GLASMANN.

Postmasters Not Confirmed Likely to Lose Salaries.

Washington, Feb. 21.—An amendment to the postoffice appropriation bill was introduced by Senator Foraker today. Senator Culberson asked that it be read. It provided for a provision that railway postal clerks shall be paid actual traveling expenses when away from their stations at the rate of not more than \$2 per day.

The countenance of the senator from Texas showed disappointment. "I thought," he said, "it was to provide for the non-payment of salaries of postmasters whose nominations have not been confirmed by the senate."

"Oh," retorted Mr. Foraker, "that will come later."

ACCIDENT ON WARSHIP.

Tokio, Feb. 21.—While the Japanese cruiser Akashi was engaged in towing work at Ariyaki in the Nagasaki strait, on the evening of Feb. 20, a boiler exploded. Three non-commissioned officers were killed and two officers were injured. The Akashi returned to Kure.

UTAH POSTMASTERS.

(Special to The Herald.) Washington, D. C., Feb. 21.—Utah postmasters appointed: Hatch, Garfield county, James B. Burrows, vice J. F. Hall, resigned; Utah Hot Springs, Weber county, Wm. J. Shealy, vice D. B. Woodland, resigned.

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JUSTIFIES THE EXPENDITURES

Senator Perkins of California Speaks Words of Praise of the Navy.

DEFENDS TRIP TO PACIFIC

MONEY SPENT ON SHIPS NOT AN ECONOMIC LOSS.

Washington, Feb. 21.—Senator Perkins of California today spoke in the senate in justification of expenditures for the upbuilding of the American navy and of the policy of sending the fleet into the Pacific ocean. He reviewed the achievement of the navy and declared that it was the most popular branch of the government service.

"When the fleet now on its way to San Francisco is joined by the other effective vessels of the Pacific," he said, "we shall have a fleet of eighteen battleships, eight armored cruisers, thirteen protected cruisers, thirteen destroyers, five torpedo boats and two submarines. The battleships and cruisers alone aggregate 423,172 tons; while the other naval power on the Pacific—Japan—has only 374,701 tons in all classes of vessels. The Pacific fleet will be amply able to protect our interests in that ocean."

Record of Bravery.

Attention was called to the unbroken record of bravery which the navy presents from its earliest beginning, and on the Pacific coast where the vessels will have the examples of Commodore Sloat, Admiral Kimberly and Admiral Dewey for inspiration. The senator sketched the growth of the new navy from 1828 to the present day, when the United States has become the second sea power in the world, surpassing France by a small margin in the strength of our fighting force and far outstripping Germany, Russia and Japan. And this lead, he said, the United States is easily able to maintain. By authorizing only two more battleships of the big gun type, this nation would still lead France by 40,000 tons in sea fighting force.

Reference was made to the change in the character of battleships which resulted from the lessons of the naval engagements during the Russo-Japanese war, which taught "the importance of big ships carrying big guns, so that a greater weight of metal can be brought within a shorter battle line. Hence all the naval powers are building ships carrying only 12-inch rifles for offensive purposes and a comparatively few small rapid-fire guns for defense against torpedo boat attacks."

Cost of the New Navy.

"The cost of the vessels of the new navy built, building or authorized, is \$309,359,190, while the total expenditures on account of naval establishments since 1882 is \$1,244,551,429," said Mr. Perkins. "But this vast expenditure is not, as may be claimed by some, unproductive. The construction of the ships of our navy gave such stimulus to the iron and steel industry that more iron mills were established, better material was produced, prices were lowered and iron and steel came into general use in all kinds of construction, so that now we are the greatest iron and steel manufacturers in the world. In 1880 there were only 140,000 wage earners in the iron and steel industry of the country, earning \$55,000,000, and turning out products worth \$296,000,000. In 1905 there were 557,000 wage earners earning \$482,000,000 and turning out products worth \$2,176,000,000. The average wage increased from \$400 to \$500. The average wage of workmen in the iron and steel industries will today more than pay the cost of all the vessels of our new navy built, building or authorized; and one-half the value of the iron and steel product for a single year will pay the cost of the iron and steel establishment since 1882. That the encouragement given this industry by the construction of ships of war had a very potent influence in bringing about this result cannot be doubted. And there is hardly an industry in the land that has not been benefited in a similar way, though not, perhaps, in so marked a way. The money expended on the ships of war was not, therefore, an economic loss, judged by a single trade alone."

Tillman Resolution Passed.

The senate adopted the Tillman resolution authorizing the attorney general to prosecute the transportation companies of Oregon that have received public lands and have violated the terms of the grant.

The senate adjourned at 4:10 p. m. until tomorrow, when Senator McCumber of North Dakota will read Washington's farewell address.

SULLIVAN HANGS ON.

Washington, Feb. 21.—Daniel Sullivan was today renominated for postmaster of Cripple Creek, Colo. Sullivan was active in protecting Mr. Roosevelt against assaults when he was at Cripple Creek in the campaign of 1900, and he secured his renomination in the face of some opposition.

COMMITTEE ON RULES HAS MATTER OF INVESTIGATION UNDER ADVISEMENT

Scandal in House Naval Committee Causes Sensation—Lilley Expected to Make Good His Charges.

Washington, Feb. 21.—Representative Lilley of Connecticut, whose resolution calling for an investigation of methods said to have been employed by the Electric Boat company in endeavoring to have its submarine boats chosen by the house committee on naval affairs, caused a sensation, is to be called before the committee on rules, to which the resolution was referred.

Speaker Cannon is chairman of that committee. It is understood that Lilley, if Representative Lilley can show the committee on rules that there is substantial ground for his charges, his resolution of investigation will be favorably reported to the house.

Foss for Investigation.

Chairman Foss of the committee on naval affairs was unwilling today to make a formal statement for publication with regard to Representative Lilley's resolution and the charges back of it. Mr. Foss' attitude was that he preferred not to take official notice of the affair, because it was now in the hands of the committee on rules. But personally he thought that a full investigation ought to be made provided Mr. Lilley "could show that he has the hard ground of facts under his feet."

Mr. Foss has been on record for years as an uncompromising opponent of the submarine torpedo boat as a fighting craft.

First Favored Four Battleships.

An examination of the charge that a conspiracy existed among certain members of the naval committee to "turn down" President Roosevelt's naval construction program, shows that a majority of the committee expressed themselves at the meeting on Feb. 10 as strongly in favor of authorizing the four battleships asked for by the president, but that they adopted the view of Chairman Foss that to report such a recommendation would immediately cause the committee to be reversed on the floor of the house, and they therefore voted to recommend two battleships, the limit of authorization that would be supported by the house, in the opinion of the chairman, who had

consulted house leaders. Only five members of the committee—Lilley of Connecticut, Thomas of Ohio, Meyer of Louisiana, Talbot of Maryland and Hobson of Alabama—voted in favor of four battleships.

Vote on Submarines.

The vote to authorize eight submarines instead of four asked for by the department and the president was 10 to 7, the ayes being Loudenslager of New Jersey, Butler of Pennsylvania, Roberts of Massachusetts, Loud of Michigan, Bates of Pennsylvania, Thomas of Ohio, Dawson of Iowa, Ellis of Oregon, Gregg of Texas and Talbot of Maryland. The noes were Foss of Illinois, Mudd of Maryland, Lilley of Connecticut, Elliott of New York, Padgett of Tennessee, Lamar of Missouri and Hobson of Alabama. The committee today declined to give the name of the member on whose motion the authorization was doubled.

Loudenslager Mumm.

Mr. Loudenslager, author of the committee amendment making it obligatory on the navy department to purchase eight submarines of the Oetopus type unless a superior submarine should be obtained by Oct. 1, 1908, refused to discuss the Lilley resolution or to reply publicly to Mr. Lilley's charge that this amendment was in effect a delivery of the prospective contract into the hands of the Electric Boat company. Mr. Loudenslager intimated that "at the present time" he would be prepared to refute the charges of favoritism so far as his action in committee was concerned.

Company Bought Freely.

The resolution of investigation was today, as yesterday, a chief topic of discussion in the lobby and cloak rooms and other congregating places of the capitol. None of the representatives was willing to talk for publication, but many of them speculated privately on the likelihood of an investigation being ordered and on its results. That representatives of the Electric Boat company have been "lavish entertainers" in Washington appeared to be common knowledge, but no one went so far as to impute to them the improper motives charged by Representative Lilley.